अरावली पर्वत-माला, राजस्थान में वनीकरण (ओ०ई०सी०एफ०, जापान से सहायता प्राप्त)

इस परियोजना को अप्रैल, 1992 से पांच वर्ष की अवधि के लिए 166.9 करोड़ रुपए के कुल परिव्यय से शुरु किया गया है। दिसम्बर 1993 तक किया गया व्यय 28.97 करोड़ रुपये का है। दिसम्बर, 1993 तक 40,340 हेक्टेयर क्षेत्र को इसके अंतर्गत शामिल किया गया है।

वित्तीय उपलब्धि

1992-93	14.618 करोड़ रुपए
1993-94 (दिसम्बर/93)	14.349 करोड़ रुपए

अरावली पर्वत-माला, हरियाणा में सामान्य भूमि का पुनर्वास (यूरोपीय आर्थिक समुदाय से सहायता प्राप्त)

इस परियोजना को हरियाणा के चार दक्षिणी जिलों अर्थात् भिवानी, महेन्द्रगढ़, गुड़गांव और फरीदाबाद में 1990 से कार्यान्वित किया जा रहा है। इस परियोजना का परिव्यय 48 करोड़ रुपए का है। इसमें दिसम्बर 1993 तक 18000 हेक्टेयर क्षेत्र को कवर किया गया है और 30.92 करोड़ रुपए का व्यय हुआ है।

वित्तीय उपलब्धि

1990-91	3.00 करोड़ रुपए
1991-92	9.524 करोड़ रुपए
1992-93	9.546 करोड़ रुपए
1993-94	8.852 करोड़ रुपए

(ख) भारत सरकार मरुस्थलीकरण का मुकाबला करने के लिए संयुक्त राष्ट्र पर्यावरण कार्यक्रम के अंतर्गत कार्य-योजना तैयार कर रही है। रियो में 1992 के दौरान स्वीकृत एजेण्डा 21 के तहत मरुस्थलीकरण का सामना करना एक प्रमुख क्षेत्र है।

विभिन्न कार्यक्रम क्षेत्र जिनके लिए सामुहिक कार्रवाई अपेक्षित है उनमें मरुस्थलीकरण संबंधी जानकारी का सुदृढ़ीकरण, समन्वित भूमि उपयोग विकास, गरीबी उन्मूलन, सूखा तैयारी विकास कार्य, व्यापक मरुस्थलीकरण रोधी कार्यक्रम तैयार करना तथा मरुस्थलीकरण नियंत्रण में लोकप्रिय भागीदारी को बढ़ावा देने से संबंधित समन्वित विकास कार्यक्रम शामिल हैं।

वर्तमान में भारत मरुस्थलीकरण का मुकाबला करने संबंधी अंतर-सरकारी परक्राम्य समिति से एक कन्वेंशन के बारे में विचार-विमर्श करने में लगा हुआ है।

(ग) मरुस्थल के फैलाव पर निगरानी के लिए विशेषज्ञों द्वारा दिए गए सुझावों में शुष्क और अर्द्ध-शुष्क क्षेत्रों में भूमि की उत्पादकता में सुधार करना, विद्यमान प्राकृतिक वानस्पतिक बायोमास प्रबंधन, पुनः वनीकरण मृदा और नमी संरक्षण उपाय, बालू के टीलों पर नियंत्रण, वायु रोधी और आश्रय-पट्टियां, चारा/घास विकास, कृषि वानिकी, वन चरागाह, ऊर्जा (विशेषकर काष्ठ ईंधन) की विविधता और सार्थक निर्माण, समुदाय व्यवस्थित वानिकी आदि शामिल हैं।

Pollution in Delhi

1027. SHRI GOVINDRAO ADIK : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether it is a fact that Delhi is the fourth most polluted city in the world so far as the environmental and noise pollutions are con- cerned ;

(b) If so, what are the details thereof ;

(c) what measures Government have taken so far or propose to take to curb the menace of pollution especially caused by 20 lakh odd Aehicles on Delhi roads which emit th

poisonous smoke causing serious health hazards to the people of the city and some factories also are causing pollution: and

(d) whether compulsory and regular check up of all the vehicles regarding pollution is done, if not. what are the reasons thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH) : (aland (b)No Sir. It is the fourth most polluted city as per a WHO study, only for Suspended Particulate Matter (SPM) which is one of the parameters of pollution. According to the same
Delhi is the 27th for Sulphur dioxide.

High SPM level in Delhi is mainly duo to natural dusty conditions arising out of its proximity to the Rajasthan deserts.

(c) and (d) Steps taken by the Government to control pollution in Delhi are as follows : —

(i) Gross and mass emission standards for all vehicles have been notified under- the Central Motor Vehicles Rules, 1989 and are being enforced vigorously by the Delhi Transport Directorate.

(ii) Future mass emission norms which would come into effect from 1-4-1996 for Petrol and diesel driven vehicles have been notified under the Cen- tral Motor Vehicles Rules, 1989 by-the Ministry of Surface Transport. Norms include emission standards for Type Approval and Conformity of Production Tests for vehicles in the manufacturing stage.

(iii) The Central Pollution Control Board has set up 10 Monitoring Stations in different areas of Delhi for regular monitoring of the pollutants.

(iv) Funding support has been provided for research and development in the field of vehicular pollution. The insti- tutions that are involved in such acti- vities include Indian Institute of Pe- troleum (IIP), Dehradun, National Environmental Engineering Research Institute (NEERI), Nagpur, Automobile Research Association of India (ARAD, Pune, Indian Institute of Technology, Delhi, Central Road Research Institute, Delhi. NEERI is working on development of cost effective catalytic converter to reduce the pollutants in vehicular exhaust. The ARAI, has been engaged in development of requisite infrastructural facilities for listing of vehicles for compliance of mass emission standards. The IIP, Dehradun has made an intensive study of nresent status of exhaust emission from motor vehicles and the emission control strategies for different types of vehicles.

(v) An intensive public awareness earn" paign has been launched by the Transport Department, Delhi to educate people, especially the motorists about statutory punitive provisions related to vehicular pollution, health hazards and need for pollution control.

(vi) Transport Department, Delhi Administration has also intensified pollu- tion checking drivethrough its various static, units and mobile teams. Appros. 11.59 lakh vehicles have been cheeked between March, 1990 and November. 1993 by technical staff of the Depart- ment of which appros. 8.64 lakh vehicles were found within prescribed pollution standards.

(vii) The Transport Department is implementing a scheme for checking the pollution of private vehicles registered in Delhi. Under the scheme a vehicle owner has to obtain pollution control certificate after every three moaths.

(vii) Private petrol pumps and workshops numbering 120 have been authorised by Directorate of Transport Delhi Administration to provide facilities for pollution checking, tuning of polluting vehicles and issue of pollution control check certificates. Approx. 12.01 lakh vehicles have availed pollution checking facility at these centres between July, 1990 and November, 1993 of which 3.25 lakh polluting vehicles have also been tuned and brought within prescribed pollution standards.

(ix) All new vehicles are checked for pollution levels at the time of registration and only vehicles conforming to prescribed standards are registered by the Transport Department.

(x) Prosecution drive against the polluting vehicles was launched in April. 1990. through mobile enforcement (earns. These teams also conduct checking of vehicles of neighbouring States at entry point. So far, 3.04 lakh vehicles; have been checked between April, 1990 and December, 1993 by these teams. During this period 32,808 Nos. of vehicles have been challaned-Besides, pollution control check certi- ficate/certificate of fitness of 97,321 vehicles have been cancelled during the same period.

(xi) Intensive checking of pollution levels of DTC buses was undertaken in February, 1990 and March 1992 in DTC Depots and concerned authorities were advised to undertake corrective steps. Further, DTC . buses had to obtain pollution control certificates after six months. Since dated 6-9-93 certification period has been reduced to three months for all types of buses including DTC buses. Besides, Transport Department conducted pollution checking of all DTC buses at their depots. 2889 Nos. of buses were checked of which 750 buses i.e. 26% were found polluting beyond the prescribed standards. DTC has been instructed that polluting buses should not out-shed.

(xii) Transport Department and its authorised centres have checked approx. 23.60 lakh vehicles between March, 1990 and November 1993. During this phase, 18% vehicles have
been found polluting in comparison to the 36 % polluting vehicles before notification of pollution standards-

(xiii) The Government has started a programme of running battery powered buses so as to minimise vehicular pollution. This programme is under expasnion so that ambient air quality improves inrcongested.

Encroachment by Migrants in Kaziranga Sanctuary

1028. SHRI TARA CHARAN MAJUMDAR : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether Government are aware of the unabated encroachment by illegal migrant from Bangladesh in the Kaziranga Sanctuary which had made the scheme worst for the forest.

(b) what is the precise area of land encroached by the illegal migrants from Bangladesh;
and

(c) what steps have been taken by Government to remove such illegal encroachment from the sanctuary ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH) : (a) to (c) The information has been called from the State Government of Assam and will be laid on
the Table of the House.

वन (संरक्षण) अधिनियम, 1980 के अंतर्गत वनों का विनाश

1029. श्री शिवचरण सिंह : क्या पर्यावरण और वन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वनों की सुरक्षा के लिए आशक्षित वन-कानूनों को बनाए जाने के पश्चात् वनों की प्रतिशतता में वृद्धि हुई या ह्रास हुआ है;

(ख) क्या यह सच है कि वन (संरक्षण) अधिनियम, 1980 और 19 जनवरी, 1991 की अधिसूचना के बावजूद वनों का नाश हुआ है और यदि हां तो उसके क्या कारण है और यदि नहीं, तो वनों की कटाई और अवैध खनन के कितने मामले दर्ज किये गये है ;

(ग) क्या यह सच नहीं है कि केन्द्रीय पर्यावरण और वन मंत्री वन (संरक्षण) कानूनों के उल्लंघन को प्रोत्साहित करते है; और